Virtual MPO Board Workshop on Managed Lanes
Wednesday, October 14, 2020, 9:00 a.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Technical support during the meeting may be obtained by contacting Lionel Fuentes at (813) 273-3774 ext. 326.

To view presentations & participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/5956969690851161358

Register in advance to receive a personalized link, which can be saved to your calendar.

The meeting may also be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream.


Dial-in participants may refer to the agenda packet, presentations, and supplemental materials posted on the MPO’s online meeting calendar.

Agenda

I. Call to Order, Pledge of Allegiance & Invocation

II. Roll Call (Cheryl Wilkening, MPO Staff)

III. Goals for Today’s Workshop (5 minutes - Beth Alden, MPO Director)

IV. FDOT’s Managed Lanes Program (10 minute presentation by Raj Pannaluri, FDOT Arterial Management Engineer, and Allison Stettner, FDOT Office of Policy Planning Director)

V. Economic, Social, & Community Implications of Congestion Pricing (20 minute presentation by Todd Litman, Victoria Transport Policy Institute Executive Director)

VI. Use of Toll Revenue for Multimodal Capacity in Northern Virginia (10 minute presentation by Kate Mattice, Northern Virginia Transportation Commission Executive Director)

VII. Addressing Impacts on Lower Income Residents: L.A. Metro’s Approach (10 minute presentation by Mark Linsenmayer, Congestion Reduction Programs Deputy Executive Officer)
VIII. FDOT Perspectives on Next Steps (David Gwynn, FDOT District 7 Secretary)

IX. Board Member Discussion

X. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

Public comments are welcome, and may be given in person at this virtual meeting, by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. Comments may also be phoned in during the meeting by dialing 813-273-3774 ext. 600.

Comments may also be provided up to 5pm the day before the meeting:
• by leaving a voice message at (813) 273-3774 ext. 369
• by e-mail to mpo@plancom.org
• by visiting the event posted on the MPO Facebook page

Advance comments will be provided in full to the board members and verbally summarized during the meeting by MPO staff.

XI. Adjournment

XII. Addendum

A. Announcements

• Brown Bag Lunch & Learn with Victoria Transport Policy Institute’s Todd Littman on Managing Lanes for Efficiency & Fairness – October 19 @ noon
• Planning Commission’s 38th Annual Planning & Design Awards – October 27
• 3rd Annual Gulf Coast Safe Streets Summit of the MPO Chairs Coordinating Committee of West Central Florida – November 16-19

B. Project Fact Sheets & Other Status Reports

• County seeks input on West Shore Blvd complete streets project

C. Correspondence

• Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) Acceptance
• From Expressway Authority, Response to MPO Board Questions of 8-31-2020
• From Hillsborough County Public Schools, Response to Hillsborough County’s Review of 5-Year Work Plan
• To FDOT re: Technology Application Partnerships with Local Agencies
• From TMA Leadership Group re: UZURV Grant Support
• From MPO Chairs Coordinating Committee re: 2020 Priorities
D. Articles Related to MPO Work

- **Temporary safety improvements being installed along 15th St. corridor** | ABC Action News | 09.17.20
- **Help is needed to stop more crashes on 15th Street from Fowler to Fletcher Avenues. Study is open until September 30** | ABC Action News | 09.16.20
- **Vision Zero video story: How you can avoid death, injuries** | 83 Degrees Media | 09.15.20
- **Top 2021 road safety projects unveiled by Hillsborough County and City of Tampa leaders, Designated to be funded by All For Transportation** | ABC Action News | 09.14.20
- **Plant City Transit Study to explore the benefits of starting a transit service in Plant City** | Bay News 9 | 09.10.20
- **In the aftermath of a fatal car crash, Hillsborough Metropolitan Planning Organization is studying Sheldon Road** | The Schnitt Show | 09.09.20
- **Sheldon Road identified as one of the most dangerous in Hillsborough County** | Bay News 9 | 09.09.20
- **Traffic experts study intersection after crash kills 3 in Westchase** | News Channel 8 | 09.09.20
- **Sheldon Road, site of fatal crash this week, subject of traffic survey** | Bay News 9 | 09.09.20
- **A school ‘crisis’ is coming to south Hillsborough County: inadequate roads** | Tampa Bay Times | 09.08.20
- **Cody Powell, Broker for Powell Realty, appointed as Vice-Chair of the Hillsborough County Planning Commission** | Digital Journal (and many other publications) | 09.08.20
- **CSX to release property on MOSI site to the county for future transit opportunity** | Tampa Bay Business Journal | 08.31.20
- **GHSA Report on Micromobility Safety** | 08.27.20
- **Hillsborough rail, streetcar and ferry projects wait in limbo for Supreme Court tax decision** | Tampa Bay Times | 08.27.20
- **Hillsborough County study highlights need for public transportation in Plant City** | ABC Action News | 08.26.20
- **As toll road plan is hotly debated, study says leasing turnpikes would save Florida taxpayers billions** (The Center Square, August 26, 2020)
- **Plant City Residents Virtual Transit Study Today** | The Free Press-Tampa | 08.26.20
- **Hillsborough waits for ruling on Transportation Tax** | WUSF Public Media 08.19.20
- **Environmental Racism and the Coronavirus Pandemic** | 08.11.20

The full agenda packet is available on the MPO’s website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Joshua Barber directamente al (813) 273-3774, ext. 313 con tres días antes, o [barber@plancom.org](mailto:barber@plancom.org) de cerro electronico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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Board & Committee Agenda Item

**Agenda Item**
Goals for Today’s Workshop

**Presenter**
Beth Alden, MPO Director

**Summary**
The Florida Department of Transportation has planned express lanes, sometimes called managed lanes, for our area’s Interstates since the early 1990s. The MPO board and its Citizens Advisory Committee have requested briefings to learn more. An opportunity for members of the public to interact with one of today’s key speakers has also been scheduled.

According to the FHWA, managed lanes may vary in specific definition from one agency to the next, but all share some common elements:
- A set of lanes within the freeway cross section, separated from the general-purpose lanes.
- A degree of operational flexibility so that over time operations can be managed to respond to growth and changing needs.
- Demand is managed using tools and techniques to continuously achieve an optimal condition, such as free-flow speeds.
- Management strategies can be categorized into three groups: pricing, vehicle eligibility, and access control.

Examples include high-occupancy vehicle (HOV) lanes, value priced lanes, high-occupancy toll (HOT) lanes, or exclusive or special use lanes. Each offers unique benefits. Project goals and objectives should be considered in choosing a strategy. Goals may include increasing transit use, providing choices to the traveler, or generating revenue.

The goal of today’s workshop is to provide a greater understanding of how managed lanes fit into our Long Range Transportation Plan; the potential benefits and challenges; and how some of those benefits and challenges have been realized and addressed elsewhere.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Maps of tolled facilities in Long Range Transportation Plan and TIP
Tampa Bay Next Managed Lanes

Tampa’s Westshore Interchange and I-275 Corridor
FPIDs 433535-7-52-01, 434045-5-52-01
Under Construction

Howard Frankland Bridge
FPID 422904-2-52-01, 424904-4-52-01,
Under Construction

Gateway Expressway
FPIDs 433850-1-52-01, 424601-52-01
Under Construction

I-275 Pinellas Corridor
FPID 424501-5-52-01
Funded for Construction FY 2025

Tampa’s Westshore Interchange and I-275 Corridor
FPID 433535-7-52-01, 434045-5-52-01
Funded for Construction FY 2024

I-75 Corridor North
FPID 419035-6
Study Phase

Howard Frankland Bridge
FPID 422904-2-52-01, 424904-4-52-01,
Under Construction

I-4 Corridor
FPID 431746-3
Study Approved,
Construction Not Funded

Gateway Expressway
FPIDs 433850-1-52-01, 424601-52-01
Under Construction

I-75 Corridor South
FPID 419035-5
Study Phase

I-75 Corridor South
FPID 419035-5
Study Phase

DRAFT DATE: 9/7/2020
2020-2025 Transportation Improvement Program

Tampa Bay Next Projects in Hillsborough County that include Managed (Toll) Lanes

Howard Frankland Bridge FPID 4229042 Pinellas; 4229044 Hillsborough
Tampa's Westshore Interchange FPID 4335357; 4340452
I-4 Corridor FPID 4317463
Board & Committee Agenda Item

Agenda Item
FDOT’s Managed Lanes Program

Presenter
Raj Pannaluri, FDOT Arterial Management Engineer, and Allison Stettner, FDOT Office of Policy Planning Director

Summary
The FDOT Express Lanes website describes that express lanes are optional travel lanes, located on an interstate or toll road, that customers can choose to use when they want a more predictable travel time. Tolls are collected electronically with an active, properly mounted SunPass or another interoperable transponder. Upon entering the express lanes you will pay the rate displayed on the sign until you reach the next decision point. You never will pay a higher toll amount than the rate you saw on the sign. If the toll decreases after you enter the express lanes, you will pay the lower amount.

Any two-axle vehicle equipped with SunPass can use the express lanes. Vehicles with three or more axles and passenger cars pulling trailers or boats are not permitted. The following vehicles qualify for a toll exemption on Florida’s Express Lanes, but they must first register and then renew annually:
- Public transit buses
- School buses
- Over-the-road buses
- Vanpools

In previous years, FDOT policy was to consider implementing tolls whenever new lanes were being added on limited-access highways. A more recent policy issued by FDOT in May 2020 focuses on “appropriate facilities that currently, or are expected in the future, to experience significant congestion.” The new policy further states, “Because every corridor or facility is different with its own unique operating characteristics, the Department will operate managed lanes in a manner individually designed to maximize throughput on the specific facility.”

An example of a documented approach to express lane management that responds to the local area’s unique operating characteristics is the Southeast Florida Express Lanes Regional Concept for Transportation Operations.

Recommended Action
None

Prepared By
Beth Alden

Attachments
Presentation Slides
Board & Committee Agenda Item

**Agenda Item**
Economic, Social, & Community Implications of Congestion Pricing

**Presenter**
Todd Litman, Victoria Transport Policy Institute Executive Director

**Summary**
Public highways are a scarce and valuable resource. New roadway management practices can increase efficiency and fairness. Efficient pricing means that users “get what they pay for and pay for what they get.”

Currently, most public roads are unpriced: users do not pay for the congestion costs they impose on other vehicles, resulting in traffic congestion. Cities around the world are now using innovative management and pricing to reduce congestion and extract more economic value from public highways.

Efficiently priced High Occupancy Toll (HOT) lanes, with higher tolls during congested periods and discounts during off-peak periods, give travelers incentives to shift when and how they travel, from peak to off-peak period, and from automobiles to ridesharing and public transit. Efficient pricing ensures that high-value vehicle trips, such as freight and service vehicles, transit buses, and travelers with urgent errands, can avoid congestion delays. This increases the value provided by a traffic lane. If a portion of revenues are reinvested in public transit services, lower-income travelers also benefit from better, faster and more reliable bus travel. Public transit service improvements also benefit motorists by reducing the toll needed to achieve a given reduction in vehicle traffic volumes and therefore congestion delay; with poor quality public transit a $4 toll might be needed to achieve a 20% reduction in traffic volumes, but if transit service is convenient, comfortable and fast, a $2 toll can achieve the same impact because more travelers are willing to shift from driving to buses.

Of course, motorists often oppose paying to use roads that were previously free, but congested roads are not really free; travelers either pay with congestion delays or with money. High Occupancy Toll lanes are more efficient overall because they give travelers new options that they can use when necessary, like premium shipping charges or Internet services. They also generate revenues that can be invested to improve alternatives and benefit the community. Experience around the world indicates that public support tends to be low before the programs start, but increases after they are operating, once travelers experience the benefits.
**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Presentation Slides

**Further Reading**
- [Todd Litman on the Costs of Congestion, the Drivers of Sprawl and Policies for Smarter Growth](#)
- [No, Traffic Congestion Does Not Really Cost Every American $1,348 Annually](#) by Todd Litman
- [Analysis of Public Policies That Unintentionally Encourage and Subsidize Urban Sprawl](#) by Todd Litman
Board & Committee Agenda Item

Agenda Item
Use of Toll Revenue for Multimodal Capacity in Northern Virginia

Presenter
Kate Mattice, Northern Virginia Transportation Commission Executive Director

Summary
The Commuter Choice program has awarded $60.4 million to transit and multimodal projects since 2017. These projects are saving Northern Virginians one million estimated hours of travel delay each year and moving 9,000 more people through the I-66 Inside the Beltway and I-395/95 corridors each day during rush hour.

Commuter Choice invests toll revenues in public transit and other multimodal projects along two expressway corridors, I-66 and I-395/95, in Northern Virginia. A partnership between the Northern Virginia Transportation Commission (NVTC), the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), Commuter Choice improves the reliability and efficiency of commuting along some of the most congested interstate corridors in the nation. By offering more options, toll road users and transit riders can choose the mode that gets them to the places that they want to go. Projects are selected through a competitive process that considers a project’s ability to: move more people, support diverse travel choices and enhance transportation safety and travel reliability.

The commitment to invest a portion of revenues from peak-period, peak-direction tolling into transit and multimodal enhancements is memorialized in a Memorandum of Agreement between the Commonwealth of Virginia and NVTC.

Recommended Action
None

Prepared By
Beth Alden

Attachments
Presentation Slides
Board & Committee Agenda Item

**Agenda Item**
Addressing Impacts on Lower Income Residents: LA Metro's Approach

**Presenter**
Mark Linsenmayer, Congestion Reduction Programs Deputy Executive Officer

**Summary**
The Los Angeles Country Metropolitan Transportation Authority, a.k.a. LA Metro, operates bus and rail services, carpool and express lanes, and a bikeshare program. The Metro Express Lanes Program was initiated as a one-year demonstration to assess the use of congestion pricing to ease traffic on LA County freeways. In collaboration with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), Metro converted the existing high occupancy vehicle (HOV) lanes to dynamically-priced, high occupancy toll (HOT) lanes, also called ExpressLanes, on the I-110 and I-10 freeways which opened in 2012 and 2013, respectively.

Metro commissioned a Low-Income Assessment Report to estimate low-income commuter demand and assess the potential impacts on low-income users from the congestion pricing program implementation and the effectiveness of various mitigation solutions such as a low-income assistance plan and a transit rewards program offering toll credits for frequent transit service users along the corridor. The study was spotlighted in the National Cooperative Highway Research Program report #860, *Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox*.

Metro’s significant outreach activities and various mitigation initiatives were also profiled in a FHWA case study. These initiatives, which included a Net Toll Revenue Reinvestment Grant Program, were designed to help generate community buy-in and respond to the needs of low-income populations for a multimodal system and investment in transit improvements, vanpools, fare subsidies, and active transportation infrastructure.

Metro’s Low Income Assistance Plan accountholders make more ExpressLanes trips on average than standard accountholders after adjusting for the effect of income on total annual miles driven. This includes trips that are charged the SOV toll rates, suggesting that the LIAP is effective at reducing barriers to entry for ExpressLanes among low-income users.

**Recommended Action**
None

**Prepared By**
Beth Alden

**Attachments**
Express Lanes Presentation
This action gives the Westshore Interchange project the green light and officially changes the footprint of the Downtown Interchange.

Dear Agency Partners,

On September 15, 2020, the Federal Highway Administration (FHWA) granted Location and Design Concept Acceptance for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), Record of Decision (ROD), and Section 4(f) Evaluation for the study area of I-275 (SR 93) from the Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41) in Hillsborough County. This action is scheduled to publish in the Federal Register on September 25, 2020 (www.federalregister.gov).

The Preferred Alternative includes the full reconstruction of the Westshore Area Interchange (SR 60/ I-275) and will include improvements to the existing four general purpose lanes and 2 new tolled express lanes in each direction, plus auxiliary lanes between the access ramps. Tolled express lanes will be added along the I-275 corridor connecting the Howard Frankland Bridge and Westshore Area to Downtown Tampa. At a local level, the improvements include reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. This will enhance the walk/bike network and traffic circulation in the Westshore Business District by addressing traffic bottlenecks on West Shore Boulevard and improving access and connectivity. Operational improvements within the Downtown Tampa Interchange (I-275/I-4) will enhance safety and traffic operations by addressing most of the existing bottlenecks and high crash rates drivers experience. All project documents are available on the project website at: www.tampainterstatestudy.com.

This project is now eligible to move to the next phase of development. FDOT will continue to work with the public and our agency partners during future project phases.

A copy of the notice is attached for your reference. This notice is being mailed to all property owners and tenants located within at least 300 feet on either side of the project and to other public officials, regulatory agencies, organizations, and individuals interested in the project. Advertisements announcing the approval will also be placed in local newspapers. If you have any questions on this action, please contact Alice Price, FDOT Project Manager at: 813-975-6482 or alice.price@dot.state.fl.us.

Allison Conner
Environmental Specialist III
Florida Department of Transportation
District Seven - Planning & Environmental Management Office
(813) 975-6455 / (800) 226-7220 x6455
Allison.Conner@dot.state.fl.us
On September 15, 2020, the Federal Highway Administration (FHWA) granted Location and Design Concept Acceptance for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), Record of Decision (ROD), and Section 4(f) Evaluation for the study area of I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41) as shown in Figure 1. The improvements are necessary to accommodate future traffic demands along this corridor and within the interchanges in the study area.

The study was accomplished by working in cooperation with federal and state agencies as well as local governments. This coordination allowed the Florida Department of Transportation (FDOT) and FHWA to better determine the comprehensive effects that the project will have on the social, cultural, and environmental effects associated with this project. This project is now eligible to move to the next phase of project development.

The Final SEIS/ROD is anticipated to be published in the Federal Register on September 25, 2020 and is available at www.federalregister.gov. It is also available on the project website at www.tampainterstatestudy.com.

Per 23 U.S.C. § 139, FHWA has issued a single FEIS and ROD. Therefore, the 30-day wait/review period under NEPA does not apply to this action.

For questions about the completed Environmental phase of this project, please contact:
Kirk Bogen, P.E.
Environmental Management Engineer
813.975.6448 | 800.226.7220
Kirk.Bogen@dot.state.fl.us

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge), please contact Alex Henry, Public Involvement Coordinator, 813.975.6405 or alex.henry@dot.state.fl.us.

For questions about the upcoming Design phase, please contact:
Mary Lou Godfrey, P.E.
Senior Project Manager
813.975.6621 | 800.226.7220
Mary.Lou.Godfrey@dot.state.fl.us

For media and elected officials inquiries, please contact:
Kristen Carson
Media Contact
Public Information Director
813.975.6202 | 800.226.7220
Kristen.Carson@dot.state.fl.us

For more information on the TIS SEIS please visit www.tampainterstatestudy.com.
Public Involvement
A public hearing was held on February 25, 2020 and February 27, 2020. The hearing provided information about the Preferred Alternative and allowed for residents, business owners, tenants and those interested, to submit comments and express views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project. The hearing included an open house and formal presentation. The public was given the opportunity to provide comment by mail, in writing or verbally at a microphone during the formal presentation, or to a court reporter at the hearing.

One hundred and forty-three (143) members of the public signed in at the public hearing. Eleven (11) comments were collected at the meeting; 22 persons spoke during the formal session and 125 additional comments were received by mail, email, and through the website during the official comment period which ended March 12, 2020. A transcript of the public hearing is provided in the Comments and Coordination Report, available on the project website, www.tampainterstatestudy.com.

Preferred Alternative
The project’s purpose is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors, while maintaining access to the surrounding community. It is also to provide congestion relief and accessibility to improve mobility, travel times, system linkages and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors. The Preferred Alternative includes the full reconstruction of the Westshore Area Interchange (SR 60/I-275) and will include general purpose lanes and tolled express lanes. Tolled express lanes will also be added along the I-275 corridor connecting the Howard Frankland Bridge and Westshore Area to Downtown Tampa. Operational improvements within the Downtown Tampa Interchange (I-275/I-4) will enhance safety and traffic operations. Improvements within the study corridor are divided into Segments as seen in Figure 1. Improvements are proposed in Segments 1A, 2A, 2B, and 3A. There are no improvements proposed in Segments 3B or 3C under the Preferred Alternative.

I-275 from the Howard Frankland Bridge to North of the Hillsborough River
The proposed improvements on I-275 from the Howard Frankland Bridge to Rome Avenue include the existing four general purpose lanes and two new express lanes in each direction, auxiliary lanes in between ramps, and full reconstruction of the Westshore Area Interchange (I-275/SR 60). The interchange will include new general purpose “flyover” ramps and the addition of tolled express lanes and ramps. The express lane improvements will provide direct connections from I-275 to/from the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport, and Himes Avenue. An express lane entrance ramp to southbound I-275 will be added at Reo Street. The median of I-275 will be preserved for future fixed-guideway transit.

At a local level, the improvements will provide a benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. Reconnecting these streets will relieve traffic bottlenecks on West Shore Boulevard and improve access and connectivity. A shared use path will be constructed along the west side of Reo Street, providing connectivity from the shared use path across the Howard Frankland Bridge to Cypress Point Park. Lighting improvements and other minor enhancements will be added to existing underpasses.

From Rome Avenue to north of the Hillsborough River, improvements include the addition of express lanes along I-275 that will terminate into Downtown Tampa. As part of the new configuration, drivers accessing Downtown Tampa from the northbound I-275 general purpose lanes will exit exclusively to Tampa Street. Northbound express lane traffic will exit via a direct connect ramp to Ashley Drive. Southbound I-275 on-ramps for both general purpose and express lanes will remain at Tampa Street. Access to northbound I-275 will remain at Ashley Street and the ramp bridge will be reconstructed to accommodate future demand. In Downtown Tampa, improvements will be made along Scott Street to provide enhanced access to northbound I-275 and I-4.

Operational Improvements within the Downtown Tampa Interchange (I-275/I-4)
The proposed operational improvements will address most of the existing bottlenecks and high crash rates drivers experience. Some of the existing bridges in the Downtown Tampa Interchange will be removed, replaced, or widened. Bridges that are widened will be brought up to current standards.

Southbound I-275 to Eastbound I-4
The improvements from southbound I-275 to eastbound I-4 consist of widening the existing flyover ramp to two lanes and extending the existing southbound auxiliary lane from Dr. Martin Luther King Jr. Boulevard. The existing southbound exit ramp to Floribraska Avenue will remain open. The improvements include relocating the exit ramp to Ybor City and East Tampa from the existing location at 21st/22nd Streets to 14th/15th Streets and widening East 13th Avenue to better facilitate access to 21st/22nd Streets.

Westbound I-4 to Northbound I-275
The improvements from westbound I-4 to northbound I-275 consist of widening the existing one lane exit ramp to northbound I-275 to two lanes. The additional lane will continue along northbound I-275 to the Dr. Martin Luther King Jr. Boulevard exit ramp. The Dr. Martin Luther King Jr. Boulevard exit ramp will be widened to two lanes.

Westbound I-4 to Southbound I-275
The improvements from westbound I-4 to southbound I-275 consist of widening the two-lane ramp to southbound I-275 to three lanes. The exit ramps to Downtown Tampa will be adjusted to improve spacing so drivers can more efficiently exit to downtown. Exits will provide the same access as today to Orange Avenue, Jefferson Street, Ashley Drive, and Doyle Carlton Drive. Along southbound I-275, full shoulder widths will be provided from Palm Avenue to Jefferson Street.

I-4 from West of the Selmon Expressway Connector to East of 50th Street
There are no improvements in this area as part of the TIS SEIS.

The table below outlines the timing and funding for the improvements associated with the Preferred Alternative

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<thead>
<tr>
<th>Improved Section</th>
<th>Design</th>
<th>ROW Acquisition</th>
<th>Construction</th>
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<tr>
<td>I-275 from Howard Frankland Bridge to North of Hillsborough River</td>
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<tr>
<td>Downtown Tampa Interchange (I-275/I-4) Operational Improvements</td>
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<tr>
<td>Design</td>
<td>ROW Acquisition</td>
<td>Construction</td>
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<td>Not Currently Funded</td>
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<td>I-4 from East of 22nd Street to East of 50th Street*</td>
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<tr>
<td>Design</td>
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<tr>
<td>No Further Improvements</td>
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*A portion of TIS Segment 3B overlaps with partially funded improvements of Tampa Bay Next Section 8. (Financial Project Identification Number 431746-3-52-01), including the beginning of the express lane system heading east on I-4.

FDOT has conducted extensive public engagement throughout this study and will continue to engage the public and coordinate with local agencies throughout future project phases.
September 1, 2020

Beth Alden
Executive Director of Hillsborough County MPO
601 E Kennedy Blvd #18
Tampa, FL 33602

Dear Ms. Alden,

Please accept the following written responses and clarifications to the questions raised at the MPO Board Meeting on 8/31/2020.

- Councilman Dingfelder asked about the Selmon West Extension plans for noise barriers. The Selmon West Extension Traffic Noise Study and subsequent updates showed only one location where a noise barrier was needed and feasible. This location was at the YMCA complex just south of the Himes Street overpass. However, after meetings with the City of Tampa and the YMCA, it was determined that a noise barrier at this location was not desired by either party.

- To address Councilman Dingfelder’s concern about the temporary signage at the Selmon West Extension construction work zone, THEA has passed this information to the on-site construction manager and public information officer, so the issue can be resolved. We appreciate Councilman Dingfelder bringing this to our attention.

- Councilman Dingfelder and Commissioner Kemp’s both stated concerns about the backups at the Bay to Bay exit ramp.
  - As part of the South Selmon PD&E Study, THEA will meet with the City for detailed discussions on recommendations on operations and traffic flow for each of the ingress/egress ramps; the Bay to Bay exit ramp is included in this discussion.

- Commissioner Smith’s asked a question on the maintenance agreements with the neighborhood association for the Morrison Gateway Aesthetic Enhancements project.
  - As part of THEA’s Community Enhancements program, THEA works with the Homeowners/ Neighborhood Association to complete a resident identified project at a Selmon Expressway overpass in their area to beautify. For the Morrison Avenue Gateway project, the Historic Hyde Park Neighborhood Association (HHPNA) wanted THEA to build a Gateway. The Gateway improvement did not include landscaping or lighting enhancements.
THEA's Operations Department will be investigating the lighting at the Morrison Avenue overpass to ensure that they meet standards. Thank you for reiterating the residents' concerns.

Aesthetic lighting requests follow THEA's Community Enhancement program and are initiated by the resident group.

As with all THEA facilities, THEA pays for the utilities and improvements for operations, which includes the lighting at the Morrison Avenue Underpass.

If you have questions, we would be happy to discuss further and go through any of our projects and/or operations in detail.

Sincerely,

Robert Frey, AICP
Director of Planning and Innovation
September 9, 2020

Mr. Adam Gormly
Director, Hillsborough County Development Services
601 E. Kennedy Boulevard
Tampa, Florida 33602

Subject: Hillsborough County’s Tentative Five-Year Work Plan Review

Dear Mr. Gormly,

Thank you for your review of the School District’s Tentative Five-Year Work Plan. Per the Tindale Oliver Long Range School Plan’s probable projection, 31 new schools will be required in the South County area within the next 15 years. The reality is the District currently owns one site in this area, the Bishop Road site, which could accommodate an elementary and middle school or a high school and is referenced in the plan.

Without approved school sites, the District will no longer be able to process school concurrency mitigation agreements, which will result in approved developments not being able to construct in an already stressed economy. The consequences of school overcrowding include double session, modular units, stressed core facilities, safety issues, and frequent attendance boundary changes.

The District understands the Bishop Road school site is surrounded by substandard roads. Unfortunately, this is not an anomaly, and is the case with all available properties in South County. This particular property is currently being surrounded by new residential development, which will also add users to these substandard roadways.

The District too is fully committed to bike and pedestrian access and safety for all students and the community. In the case of Sumner High School, which was referenced in the review, we were assured by County staff that the offsite sidewalks would be in place prior to the school’s opening. The County later informed us they experienced permitting issues that would delay the sidewalk installation until after the opening of school, which was unfortunate for all parties.

We are open to any properties that the County can identify that have the adequate transportation infrastructure to support new schools. However, to date, the County and District have been unable to locate any potential sites with the necessary roadway infrastructure. Moreover, the District is legally prohibited from funding noncontiguous transportation improvements per an administrative judgement. Therefore, we are placed in a frustrating predicament of major transportation infrastructure deficiencies at all potential new school site properties with no funding mechanism or legal ability to remedy the transportation deficiencies.

The County’s review encouraged locating with Planned Developments that have reserved school sites. The issue with these sites is (1) they too do not have adequate infrastructure for schools, and (2) they are not guaranteed school sites. The School District must negotiate with the developers in order to
acquire those sites through school dedication agreements and provide impact fee credits. However, the developer could refuse to accept the price or terms, and develop those sites with residential homes. Additionally, there are no Planned Development sites with adequate acreage to accommodate a high school, which is within the fifth year of the plan.

Our team will move forward with the dedication and conveyance process on any of the Planned Development sites, but requests the County to determine which site or sites are most desirable. The Bishop Road school siting process, from the District’s request took four months to obtain and finding of no consistency and was very costly to the District. Consultants were required to navigate the siting process and the transportation study alone cost $10,000. As a result, we unfortunately still do not have an approved school site.

The District is aware and has noted in the plan that Collins PK-8 addition is contingent upon the agreed to acquisition between the County and the School District. This addition and associated conveyance are of upmost importance to the District, as it is the only current option the District has to provide middle school capacity in the South County area to support approved residential developments. We extremely thankful for your coordination on this site.

As we all know, public education is the foundation of any thriving community. The School District and Hillsborough County must unite to correct this school siting crisis. I would suggest the establishment of a School Siting Taskforce comprised of topic experts and decision makers from the School District, Hillsborough County, the Planning Commission, the Metropolitan Planning Organization, and stakeholders from the development community. I am confident that the talent and aptitude of this team will have the ability to tackle this most monumental issue. Time is of the essence.

Thank you for your time and consideration of this matter.

Sincerely,

Amber K. Dickerson, AICP
General Manager, Growth Management
Hillsborough County Public Schools

CC: Addison Davis, Chris Farkas, Bonnie Wise, Hillsborough County Public Schools Chairperson (Melissa Snively), and Hillsborough County Board of County Commissioners Chairperson (Les Miller), Melissa Zornitta, Beth Alden, John Lyons, Mike Kemp, Julia Mandell, Jim Porter, Jeff Gibson, Christine Beck, Johanna Lundgren, Mike Williams, Lucia Garsys
September 8, 2020

Florida Department of Transportation (FDOT)
TAPS-LA
605 Suwannee Street
Tallahassee, FL 32399-0450

Re: Technology Application Partnerships with Local Agencies for Deploying Connected and Automated Vehicle Technologies (TAPS-LA)

Dear FDOT Representative,

We would like to express our support, as a partner with Hillsborough County, for advancing this Technology Application Partnerships with Local Agencies for Deploying Connected and Automated Vehicle Technologies (TAPS-LA) grant opportunity.

The Hillsborough MPO is committed to smart mobility solutions which promote efficient systems management & operations, improve transportation safety, relieve congestion, and enhance integration of systems. Based on the goals set forth in our Unified Planning Work Program, the MPO enthusiastically endorses the County’s goals and objectives regarding the Connected Vehicles Program (CVP).

The Hillsborough MPO shares the vision of both the FDOT and Hillsborough County to improve safety, mobility, and efficiency on our roadways. Hillsborough County’s CVP initiative can provide for a safer regional transportation system by reducing conflicts among emergency vehicles, motorists, bicycles & pedestrians, while also decreasing delays caused by traditional emergency vehicle preemption. We fully support this initiative and look forward to the opportunity to partner with local stakeholders to expand the scope of this solution throughout the Tampa Bay region.

Thank you for your consideration of this Technology Application Partnerships with Local Agencies grant request from Hillsborough County. Should the County be awarded this grant opportunity, we will be happy to execute a Memorandum of Understanding with partner agencies as a show of our commitment. If you have additional questions, please feel free to contact me at 813-273-3774 ext. 318.

The Hillsborough MPO fully supports this project, which will yield positive safety, congestion, and efficiency benefits throughout Hillsborough County.

Sincerely,

Beth Alden
Executive Director
Cc: Bob Campbell, Transportation Engineering Manager, Hillsborough County
    Brian Gentry, Traffic Management Engineer, Hillsborough County
September 18, 2020

David Darm, Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399

RE: UZURV Holdings, Inc’s, Application for Commission for the Transportation Disadvantaged’s Service and Innovation Grant

Dear Mr. Darm:

The Tampa Bay Transportation Management Area (TMA) Leadership Group represents the MPO’s of Pasco, Pinellas, and Hillsborough Counties and is responsible for ensuring that the region speaks with a single voice in regards to transportation investments. To that end, the TMA Leadership Group would like express its strong support for UZURV Holdings, Inc’s application for the Service and Innovation Grant from the Commission for the Transportation Disadvantaged to provide cross-county transportation disadvantaged trips throughout Pasco, Pinellas, Hillsborough, Hernando, and Manatee Counties.

Regional and cross-county transportation services in Tampa Bay, specifically for the transportation disadvantaged, is a well-documented need supported by a variety of local and regional plans and entities. Most recently, the Tampa Bay Area Regional Transit Authority (TBARTA) identified in their 2030 Transit Development Plan the need for regional Transportation Disadvantaged services within the five-county area. The Local Coordinating Boards (LCBs) of Pinellas, Pasco, and Hillsborough counties developed a tri-county LCB subcommittee nearly 10 years ago, which has continuously reaffirmed the need for regional trips across counties to serve individuals who are transportation disadvantaged. Indeed, many avenues for providing these types of trips have been explored with the Florida Department of Transportation through JARC and more recently with the Section 5310 Program, but with little success.

These needs were originally established in the February 2014 Tri-County Area Regional Mobility Needs Study which identified the need for regional paratransit services across county lines for older adults and individuals with disabilities to access specialized services in other counties; additional transportation services to support quality of life and social activities; and services connecting to major hospitals and hubs. These needs have also been reaffirmed annually in the Transportation Disadvantaged Service Plans in Pinellas, Pasco, and Hillsborough Counties.

UZURV Holdings, Inc., in coordination with TBARTA, has submitted a grant application to the Florida Commission for the Transportation Disadvantaged that would provide the type of cross-county TD trips identified as necessary for the region in the 2014 Tri-County Study, the Tri-County LCB Subcommittee, each counties’ TDSP, and a variety of other documents.
As such, the TMA-LG strongly supports UZURV Holdings, Inc.'s application for the Service and Innovation Grant as it supports regional mobility and recommends approval of this grant application. Thank you for your consideration.

Sincerely,

Dave Eggers
Pinellas County Commissioner
Chair, Tampa Bay Transportation Management Area Leadership Group

Cc: Tampa Bay Transportation Management Area Leadership Group Members
July 21, 2020

Secretary LK Nandam  
FDOT District 1  
Florida Department of Transportation  
801 North Broadway Ave  
Bartow, FL 33860

Dear Secretaries Nandam and Gwynn,

On behalf of the West Central Florida MPO Chairs Coordinating Committee (CCC), please find enclosed the Transportation Regional Incentive Program (TRIP) Project Priority Lists and Multiuse Trails Priority Lists for Districts 1 and 7. These priority lists were endorsed by the CCC Board at its meeting on July 10, 2020.  

The CCC appreciates the cooperation and coordination by each of the FDOT Districts in administering this important program. The agency partnering associated with this program provides another tool to use to help address the critical regional transportation needs for the West Central Florida area.

Sincerely,

Darden Rice  
Chair, West Central Florida CCC  
Councilmember, City of St. Petersburg

Cc:  MPO Staff Directors  
Wayne Gaither, FDOT District 1 Southwest Area Director  
Justin Hall FDOT District 7 FDOT District Liaison Administrator
## 2020 TRIP PRIORITY PROJECT LIST

Tampa Bay Area Regional Transit Authority
Metropolitan Planning Organizations Chairs Coordinating Committee
Transportation Regional Incentive Program (TRIP)

**ADOPTED BY THE TBARTA MPOS CCC BOARD**
July 10, 2020

<table>
<thead>
<tr>
<th>2020 Rank</th>
<th>Project</th>
<th>Description</th>
<th>Agency</th>
<th>TRIP Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Moccasin Wallow Road</td>
<td>From I-75 east to U.S. 301</td>
<td>Manatee</td>
<td>$33,548,490</td>
</tr>
</tbody>
</table>

**Notes:**
# 2020 TRIP PRIORITY PROJECT LIST

**TBARTA MPOs CCC**

**2020 TRIP PRIORITY PROJECT LIST**

Tampa Bay Area Regional Transit Authority  
Metropolitan Planning Organization Chair Coordinating Committee  
Transportation Regional Incentive Program (TRIP)  
ADOPTED BY THE TBARTA MPOs CCC BOARD  
**July 10, 2020**

<table>
<thead>
<tr>
<th>2020 Rank</th>
<th>Project Description</th>
<th>Agency</th>
<th>TRIP Request</th>
<th>Total Cost</th>
<th>Notes</th>
</tr>
</thead>
</table>
| 1 | I-275 (SR 93) I-275/SR 60 INTERCHANGE  
I-275/SR 93 FM S OF SR 60 TO S OF LOIS,  
SR 60 FM S OF I-275 TO SR 589 | New Interchange | FDOT | $5,000,000 | $231.67m | ROW |
| 2 | SR 686 FROM W OF I-275 TO W OF 9TH ST N | New Road - Roosevelt Connector | Pinellas | $3,500,000 | $99.2m | Need application for PE phase |
| 3 | LITTLE RD ATMS SYSTEM EXPANSION (TRINITY BLVD TO SR 54) | Design  
Construction | Pasco | $50,000 | $100K | Rescoping the project |
| 4 | Trinity Blvd. ATMS system expansion (Little Rd. to SR 54) | Design  
Construction | Pasco | $95,000 | $190,000 | Rescoping the project |
<p>| 5 | US 19 CORRIDOR TRANSPORTATION INTERMODAL (TRANSIT) CENTER | PE/ROW/CST for Intermodal Transit Center | Pasco | $1,500,000 | $3.00m | Application not submitted. On hold. |
| 6 | SR 686/E BAY DR @ STARKEY/KEENE RD | Intersection Improvements (increase capacity) | Pinellas | $1,250,000 | $2.50m | Application not submitted |
| 7 | BARCLAY AVE FROM SR 50 TO POWELL RD | 2 to 4 lanes | Hernando | $2,500,000 | $11.72m | Unfunded ROW remains an issue and is not ready for funding. |</p>
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project</th>
<th>Description</th>
<th>Agency</th>
<th>TRIP Request</th>
<th>Total Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>OLD PASCO RD (SR 54 TO SR 52)</td>
<td>Advance ROW</td>
<td>Pasco</td>
<td>$5,800,000</td>
<td>$12,000,000</td>
<td>Application submitted for CIGP funds for advance ROW in 2024. Future applications for ROW &amp; Construction will include requests for CIGP and TRIP funding.</td>
</tr>
<tr>
<td>9</td>
<td>SR 60/GULF TO BAY AT BELCHER RD.</td>
<td>Intersection Improvements</td>
<td>Pinellas</td>
<td>-</td>
<td>-</td>
<td>New Project.</td>
</tr>
<tr>
<td>10</td>
<td>OVERPASS RD (East of Boyette Rd. to U.S. 301)</td>
<td>ROW</td>
<td>Pasco</td>
<td>$2,500,000</td>
<td>$5,000,000</td>
<td>CIGP application will be submitted for funding in FY 23 for the ROW phase.</td>
</tr>
</tbody>
</table>
# MPOs CCC

**2020 Regional Multi-Use Trails Priority Projects**

Approved by the MPOs CCC Board on July 10, 2020 - Draft Update for 2020-2021

**FDOT DISTRICT 1 - REGIONAL MULTI-USE TRAIL PRIORITIES (MANATEE, POLK, AND SARASOTA)**

<table>
<thead>
<tr>
<th>2020 Ranking</th>
<th>Trail</th>
<th>Jurisdiction</th>
<th>Regional/State Corridor</th>
<th>Project Description</th>
<th>Total Request Phases</th>
<th>2020 Request</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Anna Maria Island Multi-Use Trail</td>
<td>Cities of Bradenton Beach, Holmes Beach</td>
<td>Gulf Coast Trail (Proposed)</td>
<td>26-mile commuter route spanning five Manatee and Sarasota County island communities.</td>
<td>$12,900,000 for extension from Longboat Key to Manatee Avenue parallel to SR 780/Gulf Drive including downtown cycle tracks</td>
<td>$12,900,000</td>
<td></td>
</tr>
<tr>
<td>New Project</td>
<td>Fort Fraser Trail Extension</td>
<td>Polk County</td>
<td>SUN Trail</td>
<td>2.5 mile trail connecting the Fort Fraser Trail and Circle B-Bar Reserve to Lakeland's Lake to Lake System of Greenways and Trails. Trail will cross under State Road 570 (Polk Parkway-toll)</td>
<td>Partial ROW/CST</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>New Project</td>
<td>Panther Point Connector</td>
<td>Polk County</td>
<td>SUN Trail</td>
<td>3.0 mile trail corridor connecting the Turnpike's Central Polk Parkway Trail (SR 570B) to the Panther Point Trail and Fort Fraser Trail.</td>
<td>PDE/PE</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>New Project</td>
<td>Lake Hunter Trail</td>
<td>City of Lakeland</td>
<td>NA</td>
<td>Critical 1.5 mi piece of Lakeland's Lake-to-Lake Greenway and Trail System along State Road 563 between Ariana St. and Lime Street in Downtown Lakeland.</td>
<td>PDE/PE</td>
<td>$600,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>New Project</td>
<td>Legacy Trail Extension Ring-a-ling Bikeway Connection</td>
<td>City of Sarasota</td>
<td>Gulf Coast Trail/SUN Trail</td>
<td>Multi Use Trail from Ringling Blvd and Palm Ave</td>
<td>$1,000,000 request for Design (PE)</td>
<td>$1,000,000</td>
<td>$2,740,000</td>
</tr>
<tr>
<td>New Project</td>
<td>Palmetto Trail Network</td>
<td>City of Palmetto</td>
<td>Gulf Coast Trail</td>
<td>Multi Use Trail from US 41/Riverside Dr to Washington Park</td>
<td>$1,600,000 request for Design (PE)</td>
<td>$1,600,000</td>
<td>$15,297,000</td>
</tr>
</tbody>
</table>
### MPOs CCC
#### 2020 Regional Multi-Use Trails Priority Projects

Approved by the MPOs CCC Board on July 10, 2020 - Draft Updates for 2020-2021

<table>
<thead>
<tr>
<th>2020 Ranking</th>
<th>Trail</th>
<th>Jurisdiction</th>
<th>Regional/State Corridor</th>
<th>Project Description</th>
<th>Total Request/Uses</th>
<th>2020 Request</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd.</td>
<td>Hillsborough County has no request this year pending alignment decision.</td>
<td>None</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50 to Cobb Rd. for approximately 6 miles.</td>
<td>Phase I - 10 to 12-foot wide paved multi-use trail from Suncoast Trail to Cobb Road. FDOT P&amp;D&amp;E complete. The project is currently in design. Construction is anticipated to begin in 2020.</td>
<td>None</td>
<td>Total Cost: $10,600,800</td>
</tr>
<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50, and thru the City of Brooksville for approximately 2.2 miles to connect with the Good Neighbor Trail.</td>
<td>This segment of the Coast-to-Coast Trail will be built from west of the intersection of SR50 and SR 50A along SR 50A/Jefferson St. to and thru Tom Varn Park, then along US 41/Broad St. to Main St., along Main St to Russell St. to the Good Neighbor Trail Trailhead at Russell Street. The project is currently being designed. Construction is anticipated to begin in late 2022</td>
<td>None</td>
<td>Total Cost: $25,800,500</td>
</tr>
<tr>
<td>3</td>
<td>Pinellas Trail/Duke Energy Trail</td>
<td>Pinellas</td>
<td>Gulf Coast Trail</td>
<td>From the southern terminus of the Pinellas Trail at John Chesnut Sr. Park, extending south along the Duke Energy transmission corridor, to end at Weeden Island. SUN Trail program has funded design/build for portion from Enterprise Road to John Chesnut Park, and the portion from Ulmerton Rd. to 126th Ave. N.</td>
<td>The Duke Energy Trail total length for the gap is 22-miles, for 12-15 foot wide paved bicycle/pedestrian trail with amenities. Request for $22M. John Chesnut Sr Park to Enterprise Road section current Design Build project. Enterprise Road to Sunset Point Road constructed. Sunset Point Road to Old Coachman Road under construction. Old Coachman Road to Haines Bayshore Road constructed. Haines Bayshore Road to 126th Ave. N funded. 126th Ave. N to Roosevelt Blvd. unfunded. Roosevelt Blvd constructed. Roosevelt Blvd to Weeden Island unfunded.</td>
<td>$11 million for remaining segments</td>
<td>Total Cost: $22 million SUN Trail: $5.2M PE/CST</td>
</tr>
</tbody>
</table>

**FDOT District 7 - Regional Multi-Use Trail Priorities (Citrus, Hernando, Hillsborough, Pasco, Pinellas)**
<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>County</th>
<th>Network</th>
<th>Description</th>
<th>Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>South Tampa Greenway</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Connection from Gandy Bridge (east of Friendship Trail bridge) to Bayshore Boulevard linear park. Connection 1: From Bridge St. at Tyson Ave east to Manhattan Ave, Trail along Tyson Ave - .7 mile Connection 2: From Manhattan Ave and Interbay Blvd. west to Picnic Island Park along MacDill Air Force Base north boundary (N Boundary Blvd.) - .3 mile Connection 3: From Manhattan Ave. and Interbay Blvd. east to Dale Mabry Hwy. along Interbay Blvd. and through publicly owned parcels to existing trailhead at Dale Mabry Hwy. -.88 mile Connection 4: From Gadsden Park at MacDill Ave east to Bayshore Blvd. along the north boundary of MacDill Air Force Base (N Boundary Blvd.) - .4 mile Tampa requests funding for Connection 2 construction of 12-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead. Tampa requests $1.8M million for Connection 2 construction.</td>
<td>$1,800,000</td>
<td>Request: $1.8M million Total Cost: $5.2 million</td>
</tr>
<tr>
<td>5</td>
<td>Withlacoochee State Trail Extension</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>Withlacoochee State Trail Extension from the existing Tribly/Lacoochee trailhead along US 301, south to SR 56 (south of Zephyrhills). Includes Hardy Trail/Hardy Trail Extension North in Dade City. Approximately 13 miles.</td>
<td>$7,738,427</td>
<td>$7,738,427</td>
</tr>
<tr>
<td>6</td>
<td>Tampa Bypass Canal Trail</td>
<td>Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access via U.S. 301 to the Old Fort King and Withlacoochee State Trail. Hillsborough County requests funding for Design &amp; CST of next phases of 12-foot wide paved bicycle/pedestrian trail.</td>
<td>None pending completion of PD&amp;E</td>
<td>TA Funded: PD&amp;E $379K PE Total Cost: $23.5M</td>
</tr>
<tr>
<td>7</td>
<td>Suncoast II</td>
<td>Citrus</td>
<td>FTE Trail extension as it is not formally part of the SUNTrail system</td>
<td>From the northern terminus of the existing Suncoast Trail at US 98, north through Citrus County; terminating at US 44. 12-foot wide paved bicycle/pedestrian trail.</td>
<td>No Request, Funded through Turnpike Authority</td>
<td>Total Cost: $4 million</td>
</tr>
<tr>
<td>8</td>
<td>Orange Belt Trail</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The approximately 37 mile long trail would extend form the Starkey Trail (C2C) in the Trinity area of south west Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor (South Sumter Connector) at U.S. Highway 301 in Trinity in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded ($1.9M) in 2017. Construction of 12-ft paved bicycle/pedestrian trail. Funding requested for ROW acquisition and construction.</td>
<td>$16,136,210</td>
<td>First Segment funded for CST in FY 2025</td>
</tr>
<tr>
<td>9</td>
<td>Anclote Coastal Trail</td>
<td>Pasco</td>
<td>FGTS Opportunity Map</td>
<td>From Anclote Blvd. (North terminus of extension of the Pinellas Trail AKA Ellers Spur) to three coastal Pasco parks and additional environmental lands; length is approximately 4.5 miles. Construction of 12-ft paved bicycle/pedestrian trail. In design phase.</td>
<td>$3,187,000</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Courtney Campbell Trail Overpass</td>
<td>City of Clearwater</td>
<td>Gulf Coast Trail</td>
<td>Overpass at SR 60 (Gulf to Bay) in Clearwater, connecting the Courtney Campbell Trail to the Bayshore Trail, approximately 0.25 miles. Construction of an overpass at the terminus of the Courtney Campbell Trail. Funded for CST in FY 2024</td>
<td>None</td>
<td>Total Cost: $8,075,488 SUN Trail: $1.3M PE</td>
</tr>
<tr>
<td></td>
<td>Project Name</td>
<td>County</td>
<td>Trail Type</td>
<td>Description</td>
<td>Cost</td>
<td></td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<td></td>
</tr>
<tr>
<td>11a</td>
<td>South Coast Greenway</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. The entire trail has been broken up into six phases.</td>
<td>$2,400,000</td>
<td></td>
</tr>
<tr>
<td>11b</td>
<td>Maydell Bridge</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>Part of the South Coast Greenway Trail, the Maydell Bridge would connect the Selmon Greenway to the South Coast Greenway</td>
<td>$991,760</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Gandy Bridge</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>Hillsborough &amp; Pinellas connection across Tampa Bay along the Gandy Bridge</td>
<td>Request funding for construction</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Dale Mabry</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>East-West connection over Dale Mabry; alignment study complete.</td>
<td>$5,919,242</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Howard Frankland Bridge and Connections</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties.</td>
<td>None, Funded</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Joe’s Creek Trail Joe’s Creek Greenway</td>
<td>Pinellas</td>
<td>FGTS Opportunity Map</td>
<td>Joe’s Creek Trail is 0.9 miles around the lake. The Joe’s Creek Greenway Trail would run along Joe's Creek corridor from US Highway 19 to Pinellas Trail through Lealman Area, 4.76 miles.</td>
<td>Request funding for CST</td>
<td>$10.2 million</td>
</tr>
<tr>
<td>17</td>
<td>Three Sisters Springs Trail Connection</td>
<td>Citrus</td>
<td>FGTS Opportunity Map</td>
<td>2.4 mile trail connection from CR 486/SR 44 to the Crosstown Trail that leads into Three Sisters Springs.</td>
<td>Request funding for ROW and CST</td>
<td>$2.6 million</td>
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<td></td>
<td>New Project Adamo Drive</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.</td>
<td>Request funds for PE, ROW, CST</td>
<td>$2,117,392</td>
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<td></td>
<td>New Project SR 54 Overpass at Starkey Blvd</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The overpass would bridge SR 54, connecting the Starkey Gap Trail to the Starkey Boulevard multi-use path, providing bike/pedestrian users of both the trail and SR 54 with a safe grade separated crossing of a busy, high-speed arterial highway.</td>
<td>Request funds for PE, ROW, CST</td>
<td>$8,076,889</td>
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</tbody>
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